

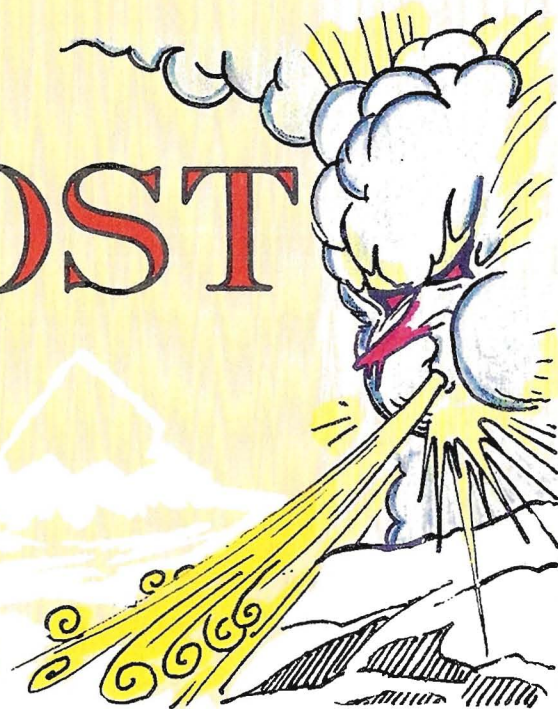


BRIM FROST

1983

BE IT KNOWN THAT

242ND Avn. Co. (ASW)



SERVED IN THE INTERIOR OF ALASKA, THE GREAT LAND, DURING BRIM FROST 83 FROM 28 JANUARY TO 2 FEBRUARY 1983 SURVIVING WIND CHILL DOWN TO -40 DEGREES FAHRENHEIT.

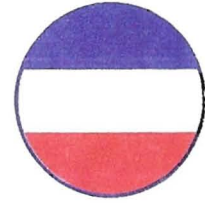
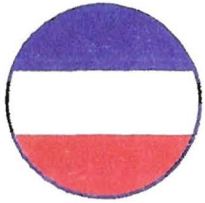
"Sugar Bears"

Nathan C. Vail
NATHAN C. VAIL
BRIGADIER GENERAL, USA
COMMANDING

172d INFANTRY BRIGADE (AK)



GUARDIAN OF THE NORTH



United States Army Forces Command

In Recognition for Selection as Runner-up
in the Commanding General's Award for Maintenance Excellence
in the Heavy Equipment Category

Certificate of Commendation

is awarded to
242D AVIATION COMPANY
172D INFANTRY BRIGADE
FORT WAINWRIGHT, ALASKA

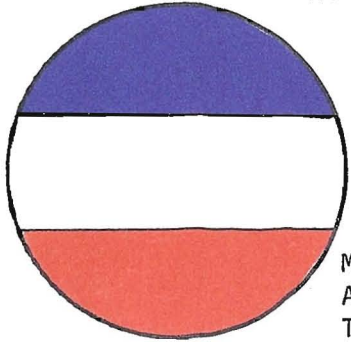
Given at Fort McPherson, Georgia this twelfth day of February 1983

Richard E. Cavazos
General, U. S. Army
Commanding

172D INFANTRY BRIGADE (ALASKA)

CERTIFICATE OF ACHIEVEMENT

is awarded on this 22ND day of FEBRUARY, 1983



to
242D AVIATION COMPANY
MOTORPOOL

for

MERITORIOUS ACHIEVEMENT DURING FISCAL YEAR 1982. THE 242D AVIATION COMPANY ACHIEVED A 92% PASS RATE FOR VEHICLE ROAD SIDE SPOT CHECKS FOR THIS TIME FRAME. THIS ACCOMPLISHMENT COULD ONLY BE ACHIEVED THROUGH MANY HOURS OF HARD WORK WHILE OPERATING THESE VEHICLES UNDER EXTREME LOW TEMPERATURE CONDITIONS. ALL MEMBERS OF THE 242D AVIATION COMPANY MOTOR POOL ARE COMMENDED FOR THEIR DEDICATION AND ATTENTION TO DETAIL IN THEIR PERFORMANCE OF DUTY. THEIR ACTIONS REFLECT GREAT CREDIT UPON THEMSELVES, THEIR UNIT AND THE UNITED STATES ARMY.



HEADQUARTERS, 222D AVIATION BATTALION (CBT)
FORT WAINWRIGHT, ALASKA 99703

John C. Parrish
JOHN C. PARRISH
LTC, FA
Commanding

Yukon Sentinel

Vol. 24, No. 16

Fort Wainwright, Alaska 99703

April 22, 1983

HART readies to pluck climbers from Denali's grasp

Story, photos by Sp5 Jon Chelgren

The Chinook helicopter makes a long, slow circle in the sky before beginning a lumbering, gradual descent to the snowy glacier below. More than 10 tons of helicopter is dwarfed by the monstrous mountain peaks it passes.

In the cockpit, the pilot and co-pilot tense themselves in fierce concentration as their eyes scan and record the critical information displayed on the mass of gauges in front of them.

Behind them, one of the two crew chiefs crawls out the open ramp at the rear of the helicopter. He leans out, connected to the chopper's safety by only a two-inch wide strap. Facing forward, he begins calling out the altitude to the pilots over the intercom.

As the Chinook nears the ground, its twin rotor blades whip up a blinding curtain of snow and ice. With nothing but white in front of them, the pilots must now "feel" their way to the ground, relying on the accuracy of the crew chief's information.

When the chopper finally reaches solid ground, it takes off on what one pilot calls a "Nantucket sleigh ride," skidding across the glacier's uneven surface.

This crew is part of an elite

Weather has forced this particular landing down to the 7,500-foot Kahiltna Strip. McKinley, or Denali, "the Great One," as it was originally called by the Indians, has closed her doors today and will not allow the crews to her upper reaches.

The training is conducted in early spring before hundreds of climbers flock to the mountain in their attempts to conquer Denali. The mountain plays an unwilling host to many of these "trespassers." Last year, less than 45 percent of those who attempted the climb were successful. In 1980, 10 people died on the mountain.

Since it was formed in 1976, the HART team has saved 41 people from Denali's deadly grasp, including two Czechoslovakian climbers who were rescued from the 18,200-foot level.

Unique capabilities

While other posts have helicopter rescue teams, the 242nd group is the only true high altitude team in the Army. In specially outfitted CH-47C Chinooks, the crews can fly as high as 22,000 feet and land as high as 20,000 feet.

Like firemen, the team is not

say, must be experienced to be appreciated.

Pressed for details, they speak to the earth-bound as if describing color to a blind man.

"It is a humbling experience. It really makes you feel insignificant," says one pilot, CWO 2 Gary Junk.

As O'Halloran puts it, "You have never seen a big, old Chinook look so small. It is a different world up there."

One of those differences is the lack of any terrain features or vegetation which tell the pilot his relationship to and height above the ground. Without these "visual cues," a pilot is virtually flying blind.

"It's like diving into a sheet and not knowing when you'll hit bottom," CWO 3 David Reis explains. "You may see a rock, but you don't know how big it is. It may be a pebble or it may be the size of two houses."

Equally as troubling for the team is Mount McKinley's ability to literally make its own weather. Fair weather on the ground does not always ensure good weather on the mountain.

"You can go from calm to 100-mile-per-hour winds in 10 minutes, and you can go from no clouds to dense clouds in about the same time," O'Halloran says.

With danger ever present, flying around Denali demands

the complete attention of everyone on board. There is no time for sightseeing in this natural wonderland. A simple mistake can quickly become a lethal error.

"It is a very tense environment to fly in," O'Halloran says. "You have to concentrate like you never have before. There is very little room for error by the pilots or the crew. You've got to do it right and do it right the first time."

Reis contrasts Denali operations with normal missions, saying, "All the things you normally take for granted, you're thinking about constantly. All of your turns and power changes must be meticulously done."

Despite Denali's dangers, HART team members outwardly downplay the risks involved and deny any heroics on their parts. They take a casual, sometimes lighthearted, attitude when questioned by "outsiders."

That attitude, some say, is merely a cover for the deadly serious relationship the team members share with Denali.

SSgt. Terry Van Sickle, HART NCOIC and a veteran of numerous rescue missions, says, "Everybody has a healthy respect for the mountain. And with that respect there is a fear. We just don't talk about it."



DEPARTMENT OF THE ARMY
HEADQUARTERS, UNITED STATES ARMY FORCES COMMAND
FORT MCPHERSON, GEORGIA 30330

REPLY TO
ATTENTION OF

2 MAY 1983

AFLG-MAM

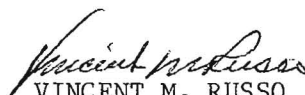
SUBJECT: Army Chief of Staff Award for Maintenance Excellence

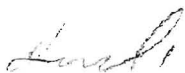
Commander
172d Infantry Brigade (AK)
Fort Richardson, Alaska 99505

1. The attached Certificate of Commendation recognizes the selection of 242d Aviation Company, Fort Wainwright for participating in the Army Chief of Staff Award for Maintenance Excellence competition.
2. The unit maintenance profile revealed strong leadership and excellent organizational maintenance operations. Unfortunately, only one winner could be selected from each category for Department of the Army competition. The profile will be returned to your headquarters and it is suggested that it be retained as information for the 1983 competition.
3. Please give our congratulations to the soldiers of the 242d Aviation Company for their outstanding effort in the Army Chief of Staff Award for Maintenance Excellence. Your continued support in this outstanding program is appreciated.

FOR THE COMMANDER:

1 Incl
as


VINCENT M. RUSSO
Major General, GS
DCS, Logistics





DEPARTMENT OF THE ARMY

HEADQUARTERS, 172D INFANTRY BRIGADE (ALASKA)
FORT RICHARDSON, ALASKA 99505

REPLY TO
ATTENTION OF:

18 MAY 1983

AFZT-CG

SUBJECT: Army Chief of Staff Award for Maintenance Excellence

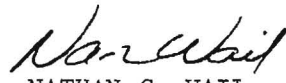
THRU: Post Commander
172d Infantry Brigade (Alaska)
Fort Wainwright, Alaska 99703

Commander
222d Aviation Battalion
Fort Wainwright, Alaska 99703

TO: Commander
242d Aviation Company
Fort Wainwright, Alaska 99703

1. It is with pleasure that I pass on Major General Russo's comments concerning your maintenance program.
2. You and the members of the 242d Aviation Company can take great pride in your outstanding effort in the Army Chief of Staff Award for Maintenance Excellence competition.
3. Again, congratulations on a job well done.

1 Incl
as (w/incl)


NATHAN C. VAIL
Brigadier General, USA
Commanding

AFZT-FW-CO (18 May 83) 1st Ind

SUBJECT: Army Chief of Staff Award for Maintenance Excellence


DA, Headquarters, 172d Infantry Brigade (Alaska), Office of the Post
Commander, Fort Wainwright, Alaska 99703 1 June 1983

THRU: Commander, 222d Aviation Battalion, Fort Wainwright, Alaska
99703

TO: Commander, 242d Aviation Company, Fort Wainwright, Alaska
99703

1. It is with great pride and pleasure that I forward the comments of Major General Russo and Brigadier General Vail, and I wish to add my thanks for your fine efforts in this competition.
2. Your selection as runner-up for the Commanding General's Award for Maintenance Excellence in the Heavy Equipment category reflects the continuing pride and professionalism displayed by every member of your unit. The members of the 242d Aviation Company can be justifiably proud of this award.
3. Congratulations on a job well done. Keep up the good work!

1 Incl
nc


LEWIS F. DRIVER
Colonel, Infantry
Post Commander

AFZT-AV-CO (18 May 83) 2nd Ind

SUBJECT: Army Chief of Staff Award for Maintenance Excellence

DA, HQ, 222d Aviation Battalion (Combat), 172d Infantry Brigade (Alaska), Fort
Wainwright, Alaska 99703 3 June 1983

TO: Commander, 242d Aviation Company, 222d Aviation Battalion (Combat), Fort
Wainwright, Alaska 99703

1. I am proud to forward the remarks of Major General Russo, Brigadier General Vail, and Colonel Driver for your recognition as the runner-up for the Commanding General's Award for Maintenance Excellence in the Heavy Equipment category.
2. Your accomplishment reflects great credit upon your unit and this battalion.
3. Congratulations, and thank you for a job well done.


JOHN C. PARRISH
LTC, FA
Commanding

Injured climber rescued off glacier

HART pulls through for man after avalanche

Herman McKenzie of the U.S. Army helicopter from the High Altitude Rescue Team (HART) hoisted a severely injured Anchorage climber off the Matanuska Glacier Monday afternoon--three days after two avalanche-battered climbing partners left him in a snow cave to go for help. The specially-equipped CH-47 Chinook from the 242nd Avn. Co., 222nd Avn. Bn., called in to rescue John Berryman, 24, an Air Force rescue helicopter from Elmendorf Air Force Base was pushed back by an avalanche and was unable to rescue him. Berryman was reported in serious but stable condition at Providence Hospital in Anchorage Monday night with neck injuries and frostbite. His climbing partners, Daniel Jenkins and Robert Freedman of Fairbanks, were in good recovery condition at Valley Hospital in Anchorage. They suffered frostbite and bruises. The three men were hit by an avalanche while climbing near Mount Marcus, about 70 miles northeast of Anchorage. All three climbers fell into a crevasse after the snow pushed them 1,000 feet downslope. Berryman and Jenkins decided to leave the injured Berryman with most of the food they could find after the accident and go for

"We were first notified of the accident at 9 a.m. Monday," stated CWO3 Ronald Newsome, co-pilot of the rescue helicopter. "The only information we received was that there was someone injured on the slope of the Matanuska Glacier between eight and 11,000 feet."

After arriving in Elmendorf, specially-trained Air Force pararescue (PJ) personnel and an avalanche expert from the Alaska Park Service were consulted. More information on the victim's location and condition were gathered as hypothermia medical equipment and extraction equipment were loaded on the Chinook.

Dangerous mission

Crevasses catacombing the ground prevented the large Chinook from landing near Berryman. Strong winds buffeted the helicopter as the pilot, CWO3 Jones Holt, hovered the chopper underneath an ice fall (potential avalanche) to lower the two PJ personnel. After receiving emergency first aid, the climber was hoisted in a stokes litter onto the Chinook and rushed to Providence Hospital.

"It was a dangerous mission, but we had the

best crew for it," continued Newsome. "It took a very experienced pilot to fly under those conditions and our two crew chiefs, Staff Sergeants Daryl Schaal and Gary Moore, instructors for HART, are the very best we have.

"This was a particularly dangerous mission because we could not land," said SSgt. Daryl Schaal. "It is a lot riskier to bring a victim up in a stokes litter."

"We were up against a sheer ice cliff," added SSgt. Gary Moore, "but we were so busy we didn't have time to worry about that. It is mutual trust and a team effort between the crew chiefs and the pilots. A highly skilled effort, the failure of one person could break or make the mission.

"The element of danger is there," Moore continued, "but you are too busy to worry. You think about it a lot later but you don't mention it to anyone. The feeling you get when you pick them up--people helping other people--is worth all the danger."

"We are the only ones that could have accomplished that mission. It took us two-and-a-half hours to complete the mission, get up there, snatch him and get him quickly to the hospital. There is no way any other team could have saved him."

Brigade Alaska off and running tomorrow

Col. Lewis F. Driver, post commander, and his personal staff will lead all of the units on Fort Wainwright in a 3.5-mile Commander's Run, starting at 6:30 a.m. tomorrow.

Following the commanders' group will be HQ Co., FWW; 47th Engr. Co.; 472nd MP Co.; 222nd Avn. Bn.; USACC; 2nd Bn., 57th ATC; 6th Bn., 327th Inf. Reg.; 1st Bn., 37th FA; DSD; and finally, the

runners have withdrawn, the remaining soldiers will keep running the route until they return to their release point.

The Wainwright run is part of the 172nd Inf. Bde. Commander's Run taking place simultaneously at Forts Richardson and Greely. The route will start at the corner of Neely Road and Santiago Ave., heading south. The formation will then head west over Oak Ave., north over Meridian Rd., west over Neely Rd., north

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Herman McKenzie

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Brigade Alaska off and running

ation picnic site

and NCOA members in the community are invited to the Ski Lodge for a picnic starting until 7:30 p.m. Beverages, etc. will be served. Bus transportation to each major

Kudos

Awards as reported:

Army Commendation Medal

1Lt. Shifflett, Guy, 472nd MP
SSgt. Burton, Roy, MEDDAC
SSgt. Levay, Arpad, USACC
Sgt. Null, James, 472nd MP Co.
Cpl. Najar, Tony, 472nd MP Co.

Army Achievement Medal

SSgt. Head, Joel, 472nd MP Co.
Sp4 Fitzgerald, Donald, MEDDAC

Certificate of Achievement

SSgt. Anderson, Paul, 472nd MP
SSgt. Head, Joel, 472nd MP Co.
Sgt. Smith, Edwin, 472nd MP Co.
Sgt. Levay, Arpad, USACC
Cpl. Brasel, James, 472nd MP Co.
Sp4 Anderson, Thomas, 472nd MP
Sp4 Bacon, Randy, 472nd MP Co.
Sp4 Bergener, Gene, MEDDAC
Sp4 Boal, Clint, 472nd MP Co.
Sp4 Cissel, James, 472nd MP Co.
Sp4 Combs, Robert, 472nd MP Co.
Sp4 Draksler, Donald, 472nd MP Co.
Sp4 Evans, Todd, 472nd MP Co.
Sp4 Henshaw, William, 472nd MP Co.
Sp4 Mencl, Roger, 472nd MP Co.
Sp4 O'Bryan, Barry, 472nd MP Co.
Sp4 Reese, Raymond, 472nd MP Co.
Sp4 Rowland, Ricky, 472nd MP Co.
Sp4 Rowley, Spencer, 472nd MP Co.
Sp4 Rubright, Ronald, MEDDAC
Sp4 Scoggins, Wayne, 472nd MP Co.
Sp4 Szuminsky, Roger, 472nd MP Co.
Sp4 Todd, James, MEDDAC
Sp4 Wisnewski, Dale, 472nd MP Co.
Sp4 Zakrzewski, James, 472nd MP Co.
PFC Alves, Dave, 472nd MP Co.
PFC Caban, Ralph, 472nd MP Co.
PFC Cook, Terry, 472nd MP Co.
PFC Harry, Dorman, 472nd MP Co.
PFC Kiser, Gregory, 472nd MP Co.

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Like firemen, the team is not
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trouble. Underscoring the
urgency of their mission, CWO 3
Bill O'Halloran, a veteran team
member, explains, "We are not in
this business to give people free
rides off the mountain. We don't
go up unless it is a life or death
situation."

That role, O'Halloran says,
serves as a source of pride for the
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"It does you good inside
when you pick someone off the
mountain who would have died
otherwise," he says.

When asked to describe what
it is like to fly around Denali,
HART team members' first
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This crew is part of an elite
group-members of Fort
Wainwright's 242nd Aviation
Company's High Altitude Rescue
Team (HART). Their domain
includes 20,320-foot Mount
McKinley, the highest peak in
North America and the tallest
mountain in the world when
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This landing is not to make a
game, though. It is just a
"routine" practice landing, one
of many made during the annual
HART team training which
ended last week. Because of the
unusual aspects to flying around
Mount McKinley, even
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Normally, practice sessions
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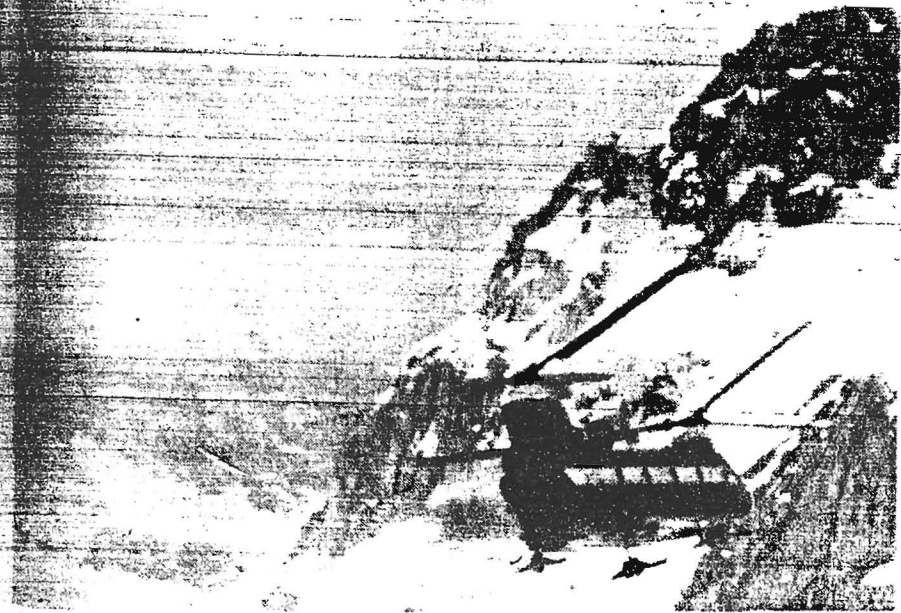
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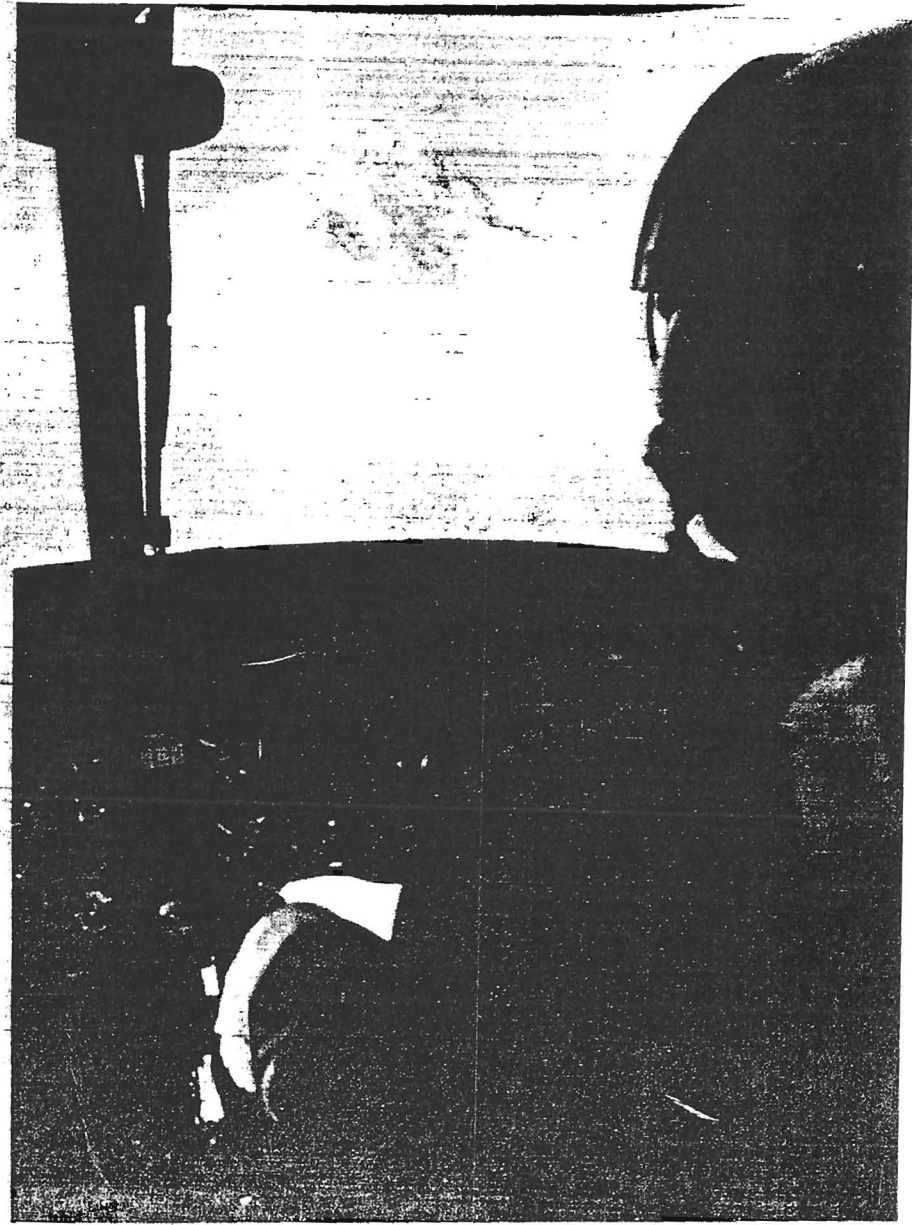
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"Everybody has a healthy
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We just don't talk about it."



A Chinook wheels past a rock ridge on Denali.



Denali looms ahead as CWO 3 Ronald Newsome pilots a HART Chinook.

Medal
472nd MP Co.
MEDDAC
USAAC
2nd MP Co.
72nd MP Co.

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72nd MP Co.
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measured from base to summit.
This landing is not to make a
difference, though. It is just a
"line" practice landing, one
many made during the annual
team training which
last week. Because of the
similar aspects to flying around
McKinley, even
experienced pilots and crews
refresh their skills each
year. Formally, practice sessions
conducted above 14,000 feet.

Unique capabilities

While other posts have
helicopter rescue teams, the
242nd group is the only true
high altitude team in the Army.
In specially outfitted CH-47C
Chinooks, the crews can fly as
high as 22,000 feet and land as
high as 20,000 feet.

Like firemen, the team is not
called upon unless there is
trouble. Underscoring the
urgency of their mission, CWO 3
Bill O'Halloran, a veteran team
member, explains, "We are not in
this business to give people free
rides off the mountain. We don't
go up unless it is a life-or-death
situation."

That role, O'Halloran says,
serves as a source of pride for the
crews and the unit.

"It does you good inside
when you pick someone off the
mountain who would have died
otherwise," he says.

When asked to describe what
it is like to fly around Denali,
HART team members's first
responses range from a simple
"awesome" to a vague
"different." The mountain, they

equally as troubling for the
team is Mount McKinley's ability
to literally make its own
weather. Fair weather on the
ground does not always ensure
good weather on the mountain.

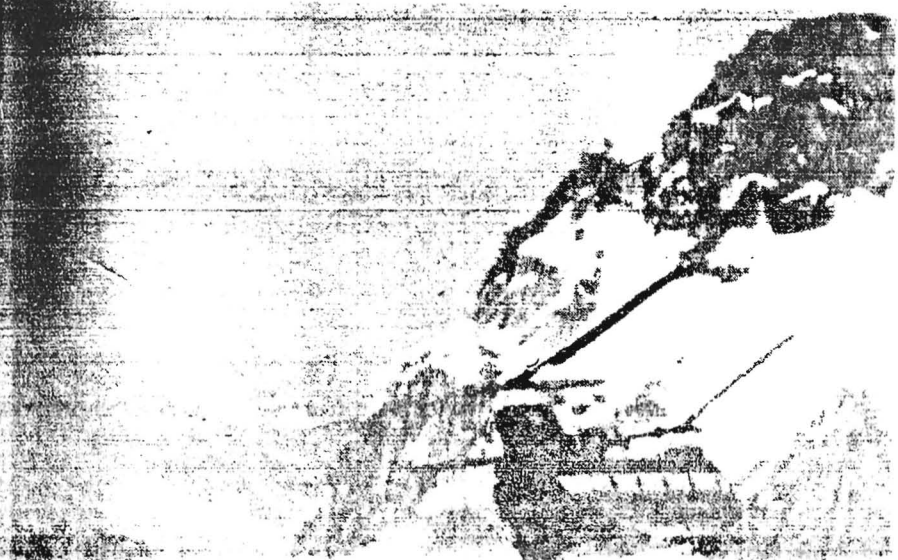
"You can go from calm to
100-mile-per-hour winds in 10
minutes, and you can go from no
clouds to dense clouds in about
the same time," O'Halloran says.

With danger ever present,
flying around Denali demands

questioned by "outsiders."

That attitude, some say, is
merely a cover for the deadly
serious relationship the team
members share with Denali.

SSgt. Terry Van Sickle
HART NCOIC and a veteran of
numerous rescue missions, says
"Everybody has a healthy
respect for the mountain. And
with that respect there is a fear.
We just don't talk about it."





DEPARTMENT OF THE ARMY
UNITED STATES ARMY SAFETY CENTER
FORT RUCKER, ALABAMA 36362

REPLY TO
ATTENTION OF

PESC-A

1 NOV 1983

SUBJECT: Army Aviation Mishap Prevention Award of Merit

THRU: Commander
172d Infantry Brigade
ATTN: Aviation Office
Fort Richardson, AK 99505

TO: Commander
222d Aviation Battalion (Cbt)
172d Infantry Brigade (AK)
Fort Wainwright, AK 99703

1. Enclosed is a Department of the Army Aviation Mishap Prevention Award of Merit certificate for the 242d Aviation Company (ASH) (WDYDAA), 222d Aviation Battalion (Cbt), 172d Infantry Brigade (AK), Fort Wainwright, AK 99703.
2. Eligibility for this award reflects a vigorous support on the part of the organization concerned for the Army Aviation Mishap Prevention effort. You are to be commended for your distinguished mishap prevention achievement.
3. It is requested that the certificate be presented at a suitable ceremony.

FOR THE DEPUTY CHIEF OF STAFF FOR PERSONNEL:

1 Encl

Frank C. Koehler, MAJ, XO
JOSEPH R. KOEHLER
Colonel, IN
U. S. Army Aviation Safety Officer



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